

**SAN BERNARDINO COUNTY  
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

USGS Quad: San Bernardino South  
T,R, Section: T2S R5W Sections 2,1  
T1S R5W Sections 36,25  
T1S R5W Sections 30,31  
Thomas Bros: 2000 edition, page 645  
Sections H6, H5, J5, J4, J3 and page 646 Sections  
A3, A2, B2, C2  
Planning Area: Cities of Colton/San Bernardino  
Community: N/A  
OLUD: N/A  
Improvement Level: N/A

**PROJECT DESCRIPTION:**

**1. Project Title:** Santa Ana River Trail (SART) Phase I

**2. Lead Agency Name and Address:**

County of San Bernardino  
Department of Public Works, Regional Parks Division  
777 East Rialto Avenue  
San Bernardino, CA 92415-0763

**3. Contact person and phone number:**

Jeff Weinstein, Park Planner III  
(909) 387-2410

**4. Project location:**

County Flood Control right-of-way adjacent to the Santa Ana River; between the Riverside/San Bernardino County line north to La Cadena Drive (approximately 3.3 miles in length).

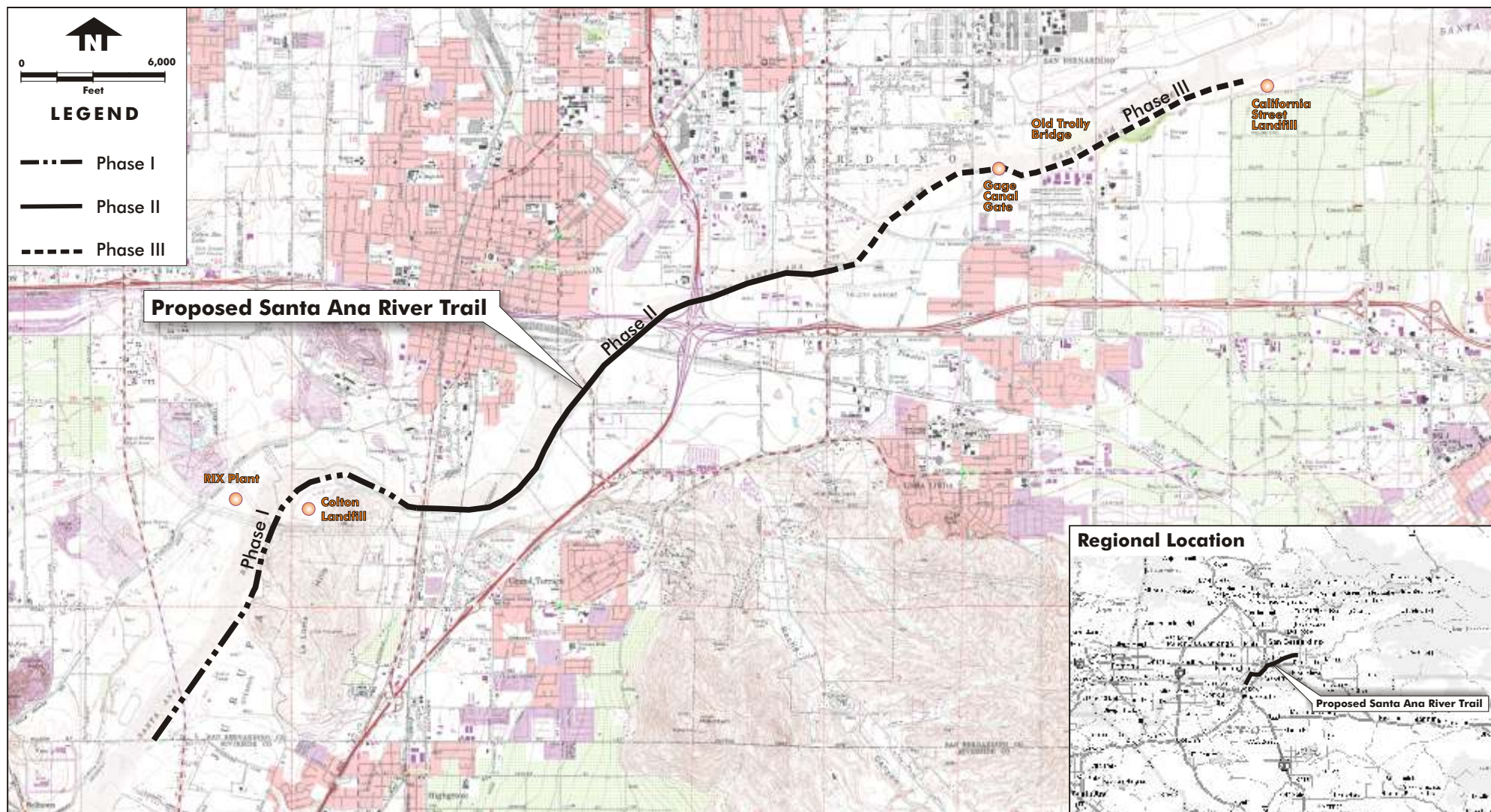
**5. Project sponsor's name and address:**

County of San Bernardino  
Department of Public Works, Regional Parks Division  
777 East Rialto Avenue  
San Bernardino, CA 92415-0763

**6. Description of project:**

**PROJECT SUMMARY:**

The proposed project is the design and construction of a 3.3-mile segment of the Santa Ana River Trail (SART) in the County of San Bernardino between the Riverside County/San Bernardino County line and a point to the north approximately 50 feet west of La Cadena Drive. Figure 1 shows the location of the proposed Phase I segment of the SART. The Class I Bikeway will be developed as a ten-foot wide asphalt trail with an adjacent unpaved shoulder to accommodate non-motorized modes of transportation and pedestrians.



Source: U.S.G.S.; 7.5 min. San Bernardino South and Redlands, CA Quadrangle.

## Santa Ana River Trail County Line to California Street

County of San Bernardino - Santa Ana River Trail  
San Bernardino County, California

Phase I of the SART is relatively isolated and passes through an area of the County that is not developed. Land uses in the vicinity of Phase I include an auto dismantling facility near the junction of the trail with Riverside Avenue, the Colton Sanitary Landfill, near the La Cadena junction of the trail, and California Portland Cement Company Slover Mountain facility, located on the north side of the Santa Ana River, north of the landfill. Also directly north of the landfill are the two wastewater treatment plants that release tertiary treated water into the Santa Ana River. Photographs are included in this Initial Study to generally characterize the existing conditions along the SART Phase I alignment. Figure 2 shows the approximate location where these photographs were taken.

The only potential conflict between non-motorized and motorized traffic in this Phase of the SART would be at Riverside Avenue. However, the proposed project includes construction of a bridge ramp under Riverside Avenue to separate nonmotorized and motorized traffic. There will be no trailhead to access Phase I directly. People wishing to use the SART would access the trail from other locations where trailheads will be constructed. One such access is at La Cadena Drive, east of the terminus of Phase I. This trailhead will be constructed as part of Phase II.

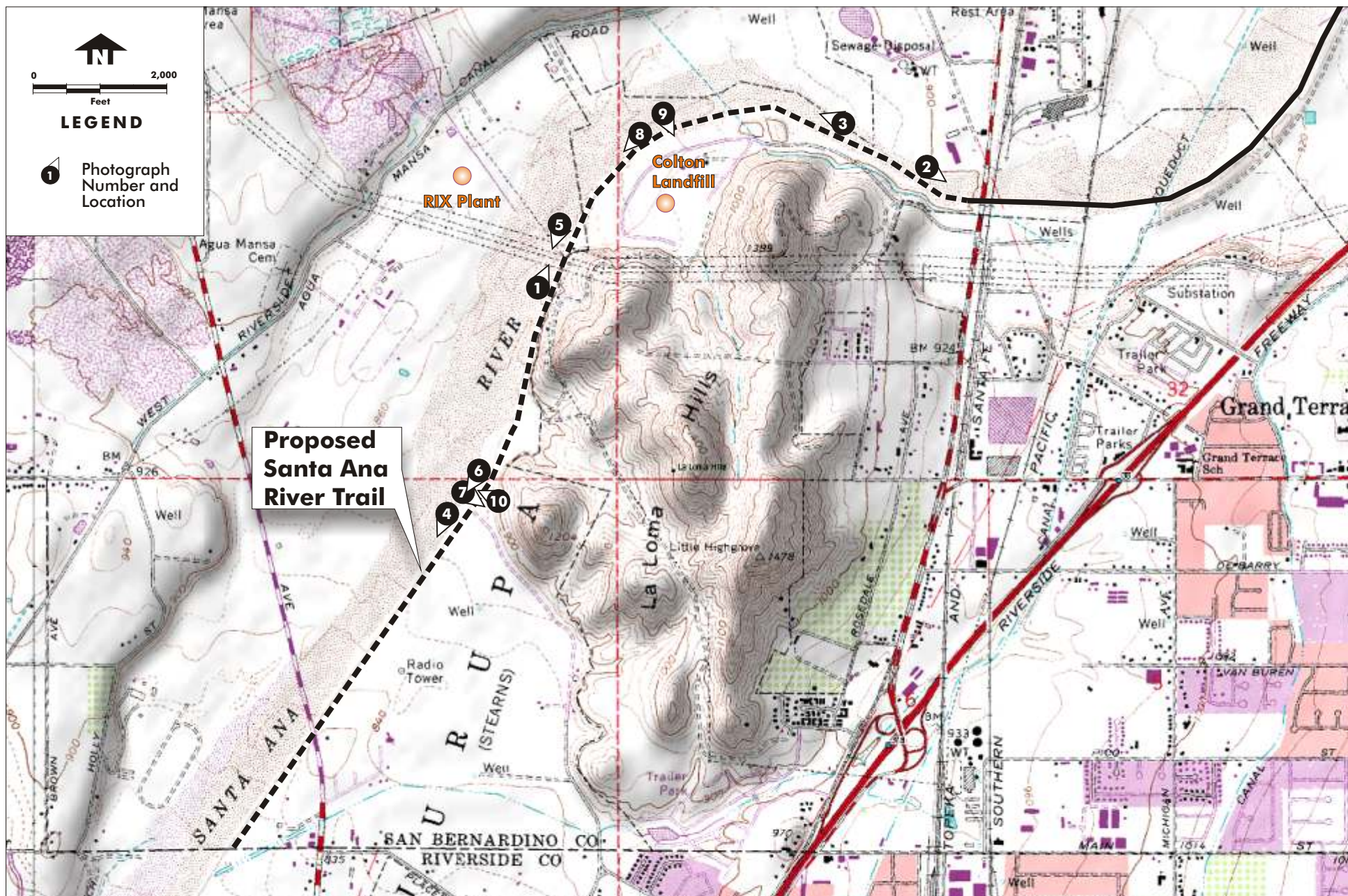
When completed, Phase I of SART will link Riverside County with San Bernardino County and will be the first fully developed multi-use trail section within the County. Riverside County is also planning to make trail improvements.

It is estimated that the construction of the Phase I trail (excluding the underpass at Riverside Avenue) would take three to four months and disturb approximately four acres of area (ten-foot wide asphalt trail and unpaved shoulder 3.3 miles long). It is anticipated that the levee trail portion of the construction schedule would not exceed one month because: a) the existing levee is relatively level and maintained; and b) the asphalt trail will only be ten feet wide. As shown in the photographs that follow, the levee is relatively flat and is maintained by periodic grading. A portion of the road, in the vicinity of the Colton Landfill, is already paved (See Photos 8 and 9).

Construction of the Riverside Avenue underpass would take an additional two to three months (for a total Phase I construction period of 5 to 7 months). The trail under the road would be a ramp leading from the levee under the road and a ramp up the other side and back up on the levee. A typical bikeway underpass is constructed by creating a berm of compacted fill material with a maximum slope of 2h:1v (horizontal to vertical). The berm is then finished with grouted riprap and the trail is constructed using Portland cement concrete. Figure 3 shows a photograph of a typical underpass. Development of the underpass would require grading in the wash to create the berm. It is estimated that ½ acre of disturbance will occur in the wash during construction of the underpass.

Under existing conditions, this segment of the Santa Ana River Trail is used extensively by the public for off road vehicle use, most obviously between Riverside Avenue and the boundary of the landfill. This activity is limited because there is a gate across the landfill perimeter road that prevents vehicles from traveling any further east on the levee. However, physical evidence (tracks and disturbed vegetation) shows that at a point immediately south of the gate, vehicles will leave the levee and enter the riverbed, which is usually dry at this point. Farther south on the west side of the river is the Rapid Infiltration/Extraction (RIX) wastewater treatment plant operated by a Joint Powers Authority (cities of Colton and San Bernardino), and the City of Rialto wastewater treatment plant that discharges tertiary treated water into the river south of the landfill. Other uses of this portion of the Santa Ana River occurs between Riverside Avenue and the La Loma Hills consisting of unauthorized day uses such as picnicking, barbequing and swimming/wading in the river.

Construction of the bikeway would interrupt and is expected to cause a decrease in unauthorized off-road vehicle use by introducing a sanctioned formalized trail and further restrict vehicular access. The use of the



Source: U.S.G.S.; 7.5 min. San Bernardino South, CA Quadrangle.

## Santa Ana River Trail Phase I County Line to LaCadena Drive

County of San Bernardino - Santa Ana River Trail  
San Bernardino County, California



Photo 1. Looking eastward from a point immediately west of the Colton Landfill. Landfill is shown to the right of the road. Santa Ana River is to the left of the road.



Photo 2. View looking eastward from a point immediately east of the Colton Landfill looking toward La Cadena Drive. La Cadena Drive Bridge over River is in the middleground of the photograph.



Photo 3. View of the Phase I SART from La Loma Hills looking west toward Slover Mountain and the cement plant.



Photo 4. Looking west from the La Loma Hills. Riverside Avenue is in the middleground of the photograph.



Photo 5. Looking west from the westerly edge of the landfill. River is on the right behind the arundo.



Photo 6. View looking west from the west side of the La Loma Hills. Future trail alignment is to the right. Photo shows evidence of extensive off-road use.



Photo 7. View of the west side of the La Loma Hills showing extensive off-road use.



Photo 8. View looking west from the paved landfill access road. River is on the right.



Photo 9. Typical landfill drainage structure. During a storm event, runoff would flow across the landfill access road and into the River.



Photo 10. View of the river downstream of the wastewater treatment plants. Flows are tertiary treated water.



Photo 11. View of the Levee from Riverside Drive looking northeast toward Slover Mountain



Photo 12. View of the Riverside Drive over crossing looking southeast. The SART would parallel the existing slopes under the over crossing.



**Photo of Typical Santa Ana River Trail Phase I Undercrossing  
(Riverside County SART at Market St. in Riverside California)**

trail by bicyclists and pedestrians is expected to limit the existing unauthorized uses in the area and therefore could have a beneficial effect on biological resources by replacing the unauthorized motorized vehicles with bicycles and pedestrians on a formal trail away from the wash.

The Army Corps of Engineers and the California Department of Fish and Game are anticipated to utilize this CEQA Initial Study for their individual environmental compliance documentation and are not anticipated to require separate studies be undertaken to comply with the National Environmental Policy Act (NEPA).

### **Purpose and Need For The Project:**

The Santa Ana River corridor extends over 100 miles from the Pacific Ocean inland into the San Bernardino National Forest. Upon completion, the SART will be the "Crest to Coast" regional trail link connecting an area of over four million residents in three counties (Orange, Riverside and San Bernardino). The trail will provide safe use and enjoyment of open space, environmental education and interpretive opportunities and a transportation trail system allowing cyclists to commute to work while minimizing their time on surface streets. Portions of the trail, particularly in Orange County, have been developed over the past 20 years and it is now possible to travel from the Riverside/Orange County line to Huntington Beach on the SART.

The urban southern California region is in need of a non-motorized system of trails to allow people to safely travel without competing for space on the roadways with motorized vehicles. Urban residential, commercial, and industrial development has followed the path of the Santa Ana River over the years. Approximately four million people reside near the Santa Ana River corridor in Orange, Riverside and San Bernardino counties. The County of San Bernardino estimates that 500,000 Inland Valley residents live in cities and unincorporated communities near to the Santa Ana River corridor as it climbs into the San Bernardino National Forest towards the mountain resorts of Big Bear Lake.

The County of San Bernardino is responsible for the completion of 18 miles of the SART. Planning of this section of the trail has been divided into three phases. Completion of the proposed 3.3-mile segment of trail between the county line and La Cadena Avenue (SART Phase I) would provide the necessary link with the existing bikeway in Riverside County and the adjacent San Bernardino County section (SART Phase II), currently being designed and scheduled for construction in 2004/2005.

SART Phase II includes the link between La Cadena Avenue in Colton and Waterman Avenue in San Bernardino. Phase III is the section between Waterman Avenue east to California Street in the City of Redlands. These links will create a Class 1 bikeway from California Street in the City of Redlands to the east to the San Bernardino County and Riverside County line in the west.

The bikeway will enhance access to recreation opportunities in the region by: a) providing neighborhood links to green space and natural areas; b) through connections with city urban trails that provide safe travel to parks, community recreation facilities, fairgrounds, urban lakes, amphitheaters, historic neighborhoods, and tourist attractions; and c) by providing direct access to San Bernardino National Forest camping, and outdoor recreation areas.

Funding for the completion of the SART has come in increments. Portions of the trail in Riverside County have been completed but there are still linkages in Riverside and San Bernardino counties that have not been developed. The proposed 3.3-mile Phase I section will be the first fully developed trail section in San Bernardino County and will link both counties. Trail master plans for the counties of San Bernardino and Riverside and the cities of San Bernardino, Colton, Grand Terrace, Loma Linda, and Riverside all have trails that will join or are heavily dependent on this segment of the SART in San Bernardino County. Funding has been secured for design and construction of the SART Phase II (La Cadena Avenue east to Waterman Avenue).

## **PROJECT IMPLEMENTATION:**

The proposed schedule for the 3.3-mile Phase I segment of the San Bernardino County section of the SART is as follows:

<b>Milestones</b>	<b>Quarter/Year</b>
Conduct Environmental Surveys/Prepare Reports	2003/2004
Prepare Initial Study/Environmental Checklist	Second Quarter 2004
Finalize Environmental Documentation	Third Quarter 2004
Begin Design Engineering	Fourth Quarter 2003
Plans/Specifications/Cost Estimates Completed	First Quarter 2005
Start Right-of-Way Acquisition	Second Quarter 2005
Right-of-Way Certification	Second Quarter 2005
Construction Begins	Third Quarter 2005
Construction Completed	Fourth Quarter 2005

## **ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

The Santa Ana River between the San Bernardino/Riverside County line and La Cadena Avenue is an open wash. Figure 1 shows the limits of the SART Phase I trail. The trail will be developed on the south side of the river, on top of the existing flood control levee. Adjacent land uses are industrial and include the Colton Sanitary landfill owned and operated by the County of San Bernardino Solid Waste Management Division and electric transmission lines along an easement that runs adjacent to and across the flood control levee. North of the Santa Ana River is the California Portland Cement Company quarry and cement plant, and two wastewater treatment plants.

Generally, the flood control levee is relatively flat, free of vegetation and is wide enough to accommodate the proposed Class I bikeway. Access to the river itself would be difficult because the levee was constructed to channelize the river and is several feet above the river bottom. Trail users would not be encouraged to leave the trail except where designated.

## **SURROUNDING LAND USES:**

Surrounding current land uses include:

	<b>EXISTING LAND USE</b>	<b>OFFICIAL LAND USE DISTRICT</b>	<b>IL</b>
Project Site	County Flood Control levee	Floodway (FW)	NA
North	Santa Ana River	Floodway (FW)	NA
South	Various Industrial and Open Space Uses	Various Designations	NA
East	Santa Ana River	Floodway (FW)	NA
West	Santa Ana River	Floodway (FW)	NA

IL Infrastructure Improvement Level – Levels range from 1 to 5 and are tied to the availability of the basic infrastructure required for development (roads, water and wastewater). No improvement levels are identified here because the proposed project will not require public utilities.

## **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

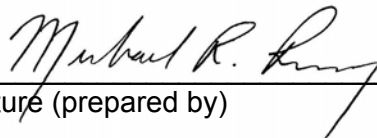
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality            |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology /Soils         |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality          | <input type="checkbox"/> Land Use/ Planning     |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing   |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems   | <input type="checkbox"/> Mandatory Findings of Significance |   |

### **DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Signature (prepared by)

September 26, 2004  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature  
Randy Scott, Division Chief  
Advanced Planning Division  
Land Use Service Department

\_\_\_\_\_  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS

Pursuant to Section 15063 of CEQA Guidelines, an explanation is required for all "Potentially Significant Impact," "Potentially Significant Impact Unless Mitigation Incorporated," and "Less Than Significant Impact" answers, including a discussion of ways to mitigate the significant effects identified.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
<b>I. AESTHETICS</b> — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check \_\_\_ if project is located within the viewshed of any Scenic Route listed in the General Plan):

- a-c) The proposed 3.3-mile bikeway will be constructed on an existing flood control levee adjacent to the Santa Ana River. The trail will be constructed on existing unpaved right-of-way. The levee is relatively flat and will not be altered to add any features that would cause a change in the scenic quality of the area. See photographs included in the project description.
- d) The proposed trail construction does not include a lighting plan.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
<b>II. AGRICULTURE RESOURCES</b> — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check \_\_ if project is located in the Important Farmlands Overlay):

- a-c) The proposed 3.3-mile bikeway will be constructed on the existing San Bernardino Flood Control levee along the Santa Ana River. No farmland will be affected.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
<b>III. AIR QUALITY</b> — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (discuss conformity with the South Coast Air Quality Management Plan, if applicable):

- a) The proposed 3.3-mile bikeway is in compliance with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) by providing an alternative to automobile travel for short distance commutes.
- b) It is estimated that the construction of the trail would take three to four months and disturb approximately four acres of area (ten-foot wide trail, 3.3 miles long). During grading and construction of

the trail on the levee, some heavy equipment and trucks will be utilized to grade the top of the levee, transport material, and construct the ten-foot wide asphalt bikeway. These would include a motor grader, haul trucks, a dozer, and asphalt paving equipment. It is anticipated that this portion of the construction schedule would not exceed one month because: a) the existing levee is relatively level and maintained; and b) the asphalt trail will only be ten feet wide. As shown in the photographs included herein, the levee is relatively flat and is maintained by periodic grading. A portion of the landfill access road, in the vicinity of the Colton Landfill, is already paved (See Photos 8 and 9). Because of the relatively small size of the project, no significant emissions of criteria pollutants generally associated with construction projects will be generated. During grading, a water truck will be utilized twice a day to reduce the incidence of fugitive dust.

Construction of the Riverside Avenue underpass would take an additional two to three months. The trail under the road would be a ramp leading from the levee under the road and a ramp up the other side and back up on the levee. A typical bikeway underpass is constructed by creating a berm of compacted fill material with a maximum slope of 2h:1v (horizontal to vertical). The berm is then finished with grouted riprap and the trail is constructed using Portland cement concrete. (See Figure 3). Development of the underpass would require grading in the wash to create the berm. It is estimated that ½ acre of disturbance will occur in the wash during construction of the underpass.

- c) The proposed project is the construction and maintenance of a Class I Bikeway. Currently this section of the trail is part of the perimeter road system for the Colton Landfill and is also used by County Flood Control District for access to the river. Although the Colton Landfill is scheduled to close 2005/2006, vehicles will continue to access the landfill for monitoring and maintenance. Likewise, Flood Control vehicles will continue to use the levee road for access to the river. However, the development of Phase I of the bikeway will not increase motorized vehicle traffic in the vicinity and therefore no cumulative impacts would occur.
- d) There are no sensitive receptors in the vicinity of SART Phase I.
- e) Upon completion of construction, the bikeway will be used almost exclusively by non-motorized vehicles, with the exception of patrol and maintenance vehicles that will use a portion of the bikeway to access the perimeter of the Colton Landfill, and Flood Control vehicles. No objectionable odors are associated with use of the bikeway.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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#### IV. BIOLOGICAL RESOURCES — Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if project is located in the Biological Resources Overlay \_\_\_\_ or contains habitat for any species listed in the California Natural Diversity Database X):

a/b/e/f) The proposed project is the development of the 3.3 mile SART Phase I on an existing flood control levee adjacent to the Santa Ana River. As shown in the photographs that accompany the project description, the proposed alignment will not allow direct access to the river. However, because the proposed trail is adjacent to the river, focused spring bird surveys were conducted.

Beginning in spring 1998, the Environmental Management Division of the San Bernardino County Department of Public Works began comprehensive focused surveys for the least Bell's vireo (*Vireo bellii pusillus*) (LBVI) and the southwestern willow flycatcher (*Empidonax traillii extimus*) (SWWF) along portions of the Santa Ana River in San Bernardino County. The primary objective of the study was to determine the presence/absence and breeding status of these two riparian obligates along the river. The study also served to determine the springtime species richness of the riparian avian community. In addition, a brown-headed cowbird-trapping (*Molothrus ater*) program was implemented along the river to reduce cowbird populations within streamside habitats and to ultimately promote the survival of the LBVI and SWWF, as well as other open-cup nesting riparian obligate songbirds. Both of these were initiated as mitigation for implementation of the Santa Ana River Floodplain Management Plan. Both bird species are highly specialized migratory birds whose breeding range in the southwestern United States has diminished in recent decades. The species are protected under the state and federal Endangered Species Act(s). Michael Brandman Associates was contracted by the Environmental Management Division to conduct the focused sensitive bird survey during the 2003-breeding season at the three areas of the Santa Ana River.

A total of three survey areas are located along the SART alignment. One of these areas (SAR 3) is located within Phase I of the SART. This phase contains some of the most extensive contiguous linear riparian habitat along the Santa Ana River within San Bernardino County. A sandy floodplain with patches of dense willow and *Arundo donax* along the watercourses is typical of the Santa Ana River

sites. Water was present at the sites throughout the survey period, but there was less surface water during the late summer survey visits.

It should be noted that the areas surveyed during the 2003 season were not the same as in the past years. A large area of the Santa Ana River was not surveyed this year as vegetation was burned to the ground during summer 2002 and currently does not support suitable habitat in that survey area. Figure 4 shows the general project alignment and the specific survey Areas.

Presence/absence surveys for LBVI were conducted according to the 19 January 2001 USFW *Least Bell's Vireo Survey Guidelines*, while surveys for SWWF were conducted according to the 11 July 2000 revised protocol for project-related surveys and the general guidelines described by Sogge et al. (1997). All potential LBVI habitat and riparian areas within the study sites were surveyed eight times during the breeding season (April 10 to July 31) with at least 10 days between survey visits for each site. The surveys were conducted during the morning hours (prior to 11:00 a.m.) and when the temperature exceeded 13 degrees Celsius (°C). All potential SWWF habitat and riparian areas with the survey sites were surveyed five times; one visit during Period 1 (May 15 to May 31), one visit during Period 2 (June 1 to June 21), and three visits during Period 3 (June 22 to July 17). Each visit was at least 5 days apart. Surveys of the sites were conducted during morning hours (prior to 10:00 a.m.) and when the temperature exceeded 13 °C. Biologists surveyed less than 3 linear kilometers (km) of habitat per day for each species.

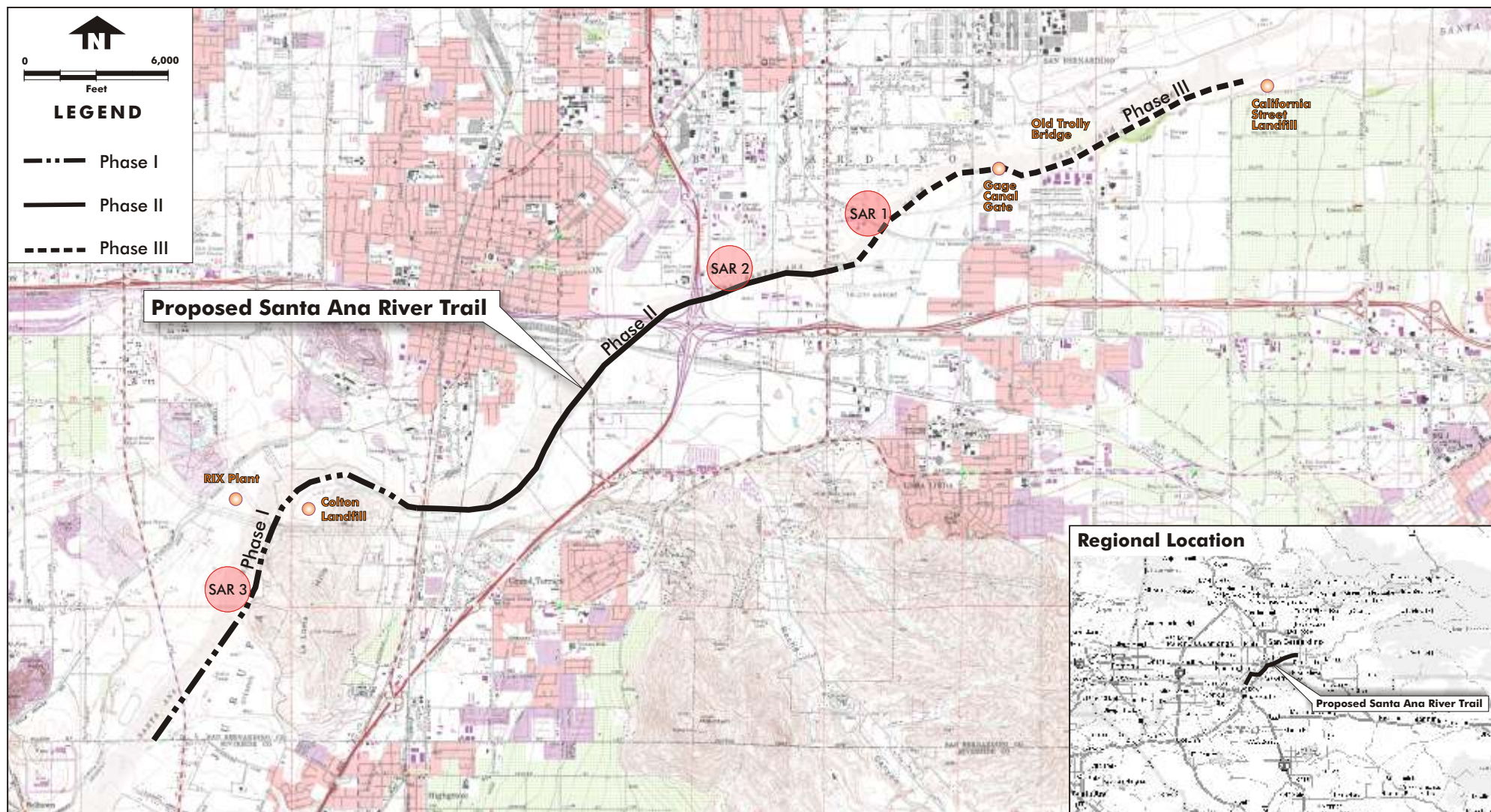
Biologists listened for LBVI songs, calls, whisper songs, scolds and looked for adult and juvenile LBVI. When feasible, surveys were conducted within potential habitat patches. If a singing SWWF was not heard in an area after 1 to 2 minutes, a permitted biologist played a taped vocalization for 15 to 30 seconds and observed the area for responding SWWF. This was repeated every 20 to 30 meters. If a SWWF was detected, tape playing was discontinued. Bird observations were recorded, plotted, and/or GPS readings of the locations were taken during the surveys. Numbers and locations of paired or unpaired territorial males; ages, and sexes of encountered LBVI were noted. The biologist also checked for leg bands and if present the color combination of the bands were recorded. Bird locations were mapped on USGS topographic maps.

There were three pairs and two single male LBVI detected at the Santa Ana River survey Area (SAR) 3; however, the single males were outside the survey limits. Two pair and one single male were observed at SAR 2 and two pairs and one single male at SAR 1. All LBVI detections at SAR 1 were in the western section of the survey area. No banded birds were observed and no nests or juveniles were detected during the survey visits.

Two single SWWF migrants were detected at SAR 3 and no SWWF were observed at SAR 2 or 1. Each of the SWWF was observed during a single survey visit in the earlier part of the surveys. No banded birds were observed and no nests or juveniles were detected during the survey visits.

Santa Ana River avian community had moderate species richness with a total of 92 species represented. These included four Species of Special Concern: Cooper's hawk (*Accipiter cooperii*), California gull (*Larus californicus*), yellow warbler (*Dendroica petechia*), and yellow-breasted chat (*Icteria virens*). The Cooper's hawk, yellow warbler, and yellow-breasted chat are likely to be breeding populations. A complete list of the bird species identified during the focused surveys is included in the biological survey report. This report is available from the County upon request. Several flying brown-headed cowbirds were also observed during the surveys, but none were observed to be within LBVI territories at the time of the visits.

In summary, the survey observed territorial pairs and single males of LBVI at all three sites on the Santa Ana River. Although SWWF considered migratory were observed at SAR 3 (Agua Mansa Road)



Source: U.S.G.S.; 7.5 min. San Bernardino South and Redlands, CA Quadrangle.

## Locations of the Willow Flycatcher and Least Bell's Vireo Survey Sites on the Santa Ana River (SAR)

on the Santa Ana River, no territorial SWWF were detected. It is possible that the SWWF were migrating to another location to attempt breeding since each observation was just for one survey day in the early part of the surveys.

The proposed alignment, however, would have some indirect effects on these species by increasing human presence in the area particularly during construction. Also during construction, heavy equipment will be used to grade and pave the bikeway. To ensure that breeding pairs of birds are not disturbed, the following mitigation measures will be implemented:

- 1. To avoid disrupting breeding pairs and their young, construction of the proposed SART Phase I in the vicinity of the riparian habitat identified in the spring bird surveys for the project shall occur outside the nesting season of the southwestern willow flycatcher and least Bell's vireo (April through August).**
  - 2. Prior to commencement of construction activities, the County biologists shall prepare a map showing the limits of the riparian habitat and recommendations for the safe distance from construction activities.**
  - 3. Regardless of the timing of construction, prudent measures to reduce noise and construction activity near the riparian habitat shall be taken by the contractor. Prior to construction, the County Department of Public Works shall prepare a plan detailing how the contractor shall proceed with construction while minimizing noise generation. This plan shall be reviewed with the Department's biologist prior to commencement of construction activities.**
  - 4. Periodic maintenance and upkeep of the trail shall be scheduled outside the active breeding season of the southwestern willow flycatcher and least Bell's vireo (April through August) in the vicinity of the riparian habitat, to avoid disrupting breeding pairs and their young.**
  - 5. No facilities that would encourage pedestrians and cyclists to stop in the vicinity of the riparian habitat would be constructed. Restrooms, benches, and trailheads shall be located on other portions of the trail.**
- c) The development of the SART Phase I trail would result in the disturbance of approximately ½ acre and the placement of permanent fill in the wash to accommodate the Riverside Avenue underpass. Construction of the underpass would take two to three months. The trail under the road would be a ramp leading from the levee under the road then up the other side and back up on the levee. A typical bikeway underpass can be constructed by creating a berm of compacted fill material with a maximum slope of 2h:1v (horizontal to vertical). The berm is then finished with grouted rip-rap or concrete and a trail is constructed on top of the berm using concrete. As the ramp rises up from the underpass it transitions back on to the levee. Development of the underpass would require grading in the wash to create the berm. The Santa Ana River wash is under the jurisdiction of the Army Corps of Engineers (ACOE) through Section 404 of the federal Clean Water Act. The wash is also under the jurisdiction of the California Department of Fish and Game (CDFG). For CDFG, the County would initiate a Streambed Alteration Agreement (Section 1600 of the state Fish and Game Code). During the design phase, County staff will consult with ACOE and CDFG staff to discuss the design of the underpass and construction in the wash. ACOE staff would then make a determination whether to consult with US Fish and Wildlife Service (USFWS). As part of the 404 consultation ACOE will consult with USFWS and at that time would prepare a Environmental Assessment and Habitat Conservation Plan (EA/HCP). These resource agencies will be responsible for issuing permits and/or entering into agreements with the County to allow placement of fill in the wash. The following mitigation measures will be implemented during the design phase of the SART Phase I trail.

6. Prior to any disturbance in the wash for the Riverside Avenue underpass, the County shall consult with ACOE per Section 404 of the federal Clean Water Act. The project will require a permit from ACOE. Terms and conditions established during this consultation may be incorporated into the design of the project or take the form of compensation for placement of fill in the wash.

7. Prior to any disturbance in the wash for the Riverside Avenue underpass, the County shall consult with CDFG per Section 1601 of the state Fish and Game Code. The project will require a Streambed Alteration Agreement between the applicant and CDFG. Terms and conditions established during this consultation may be incorporated into the design of the project or take the form of compensation for alteration of the wash.

d) The proposed SART Phase I, including the construction of the Riverside Avenue underpass, would not interfere with the movement of species because it would be developed on the existing flood control levee and essentially consist of paving the already existing levee.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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#### V. CULTURAL RESOURCES — Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if the project is located in the Cultural \_ or Paleontologic \_ Resources overlays or cite results of cultural resource review):

a) Cultural resources in the vicinity of Phase I of the SART are related to water use in the area in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. Citrus groves and related farming in the area required irrigation water. Land irrigated with water from the Santa Ana River received water via irrigation ditches. In the vicinity of the SART Phase I alignment, the West Riverside Canal conveyed irrigation water from well fields located in the Santa Ana River Wash, east of the railroad right-of-way, and future La Cadena Drive alignment, into Riverside. The well field was located on the south side of the wash. The ditch was 12 feet deep and was constructed adjacent to the foot of the La Loma Hills to a point approximately ½ mile west of future La Cadena Drive, where it then headed across the wash in a wooden flume supported by a trestle. On the north side of the wash the ditch ran parallel to Agua Mansa Road into Riverside. The open ditch was lined with concrete in 1900. A section of this irrigation ditch can be seen along the existing flood control levee and is shown on photographs 11 and 12. This section of the irrigation ditch has been surveyed and recorded as archaeological site CA-SBR-7172H/CA-RIV-4791-H and is also known as the Riverside Lower Canal. According to the Archaeological Site Record, the portion of the irrigation

ditch within the SART Phase I consist of structural remains rather than a part of an intact system. However, "the construction of the Upper and Lower Riverside canals allowed Riverside to grow and flourish from an otherwise dry, arid undeveloped land which could not sustain a large settlement" (Archeological Site Record for CA-SBR-7172-H).

The width of the flood control levee in the vicinity of the remnants of the irrigation ditch is narrow and does not allow the construction of the ten-foot wide asphalt bikeway without disturbing them. Disturbance of this historic resource may be significant without implementation of mitigation measures as follows:

**8. Prior to grading of the trail in the vicinity of the irrigation ditch, a professional archaeologist shall survey the site and document that portion of CA-SBR-7172-H which will be impacted by the project. Documentation shall consist of an historic narrative that includes photographs and scale drawings of the subject portion of the irrigation ditch. The final report shall then be submitted to the Archaeological Information Center at the San Bernardino County Museum.**

- b) The proposed project will be located on top of an existing flood control levee. Ground disturbance will be limited to some incidental grading to create a level base to pave with asphalt. Archaeological resources will be protected through implementation of Mitigation Measure 8.
- c) The proposed project will be located on top of an existing flood control levee. Ground disturbance will be limited to some incidental grading to create a level base to pave with asphalt. No paleontological resources have been identified along the Phase I right-of-way. However, if such resources are in the area they would not be affected by construction of the trail because they would be at a depth well below the top of the levee (personal communication with Kathleen Springer, County Museum, June 19, 2002).
- d) The proposed project will be located on top of an existing flood control levee. Ground disturbance will be limited to some incidental grading to create a level base to pave with asphalt. No excavation is proposed so no human remains would likely be disturbed along the Phase I right-of-way. No known cemeteries will be disturbed.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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## VI. GEOLOGY AND SOILS — Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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Photo 11. Remnants of the West Riverside Canal along the foot of the La Loma Hills west of La Cadena Drive.



Photo 12. Remnants of the Canal along the foot of the La Loma Hills west of La Cadena Drive.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check ☐ if project is located in the Geologic Hazards Overlay District):

- a/c) The following discussion is taken from the Colton Sanitary Landfill Negative Declaration adopted in 1997. The landfill is adjacent to the northeasterly alignment of the SART Phase I trail near La Cadena Drive (See Figure 1 and Photographs      and     ).

The southwestern portion of San Bernardino County is subject to a number of active or potentially active fault zones. The site is located within the Bunker Hill-San Timeteo basin, which includes the cities of Rialto, Colton, Loma Linda, Redlands, and San Bernardino. These areas lie in the rift between the active San Andreas fault and the San Jacinto fault. Both fault zones trend northwest and are roughly one mile wide through the San Bernardino area. The San Jacinto fault zone which is approximately one mile north of the site is the closest active fault to the site and is classified as being from the Holocene or late Quaternary period. Geologic evidence for this fault indicates that it has been active for millions of years. The most active branch of the San Jacinto fault zone within the Colton-San Bernardino area is called the Claremont or San Jacinto Fault. Data indicates that a magnitude 7.5 earthquake on the San Jacinto fault would subject the site to ground acceleration over 0.5g (Division of Mines and Geology, 1994).

The Rialto-Colton fault, a late Quaternary fault, lies just north of the Colton Landfill approximately half of a mile. This fault also acts as a groundwater barrier and defines the west side of the Rialto sub-basin, which lies within the northwest trending San Jacinto fault zone. However the Rialto-Colton fault does not appear to be as closely related to the San Jacinto fault. The location, geometry, and seismic information suggests that the faults are independent and not within the same zone.

A Static and Seismic Slope Stability and Liquefaction Evaluation report for the Colton Landfill was completed for the last Solid Waste Facilities Permit update in 1997. This report was intended to

demonstrate that a quantified amount of movement could be accommodated without jeopardizing the integrity of the final cover or environmental control systems at the landfill. This is important because the landfill is adjacent to the SART Phase I alignment for approximately one mile of its alignment south of La Cadena Drive. The report concluded that landfill slopes are stable at the site.

The project site is located adjacent to a Hazard Overlay Zone for Moderate to High Landslide Susceptibility. The Landslide Susceptibility Overlay addresses natural slope stability of the surrounding hills. The designation of Moderate to High susceptibility pertains to the potential for the native soils in the surrounding hills to slide onto the trail.

No habitable structures are proposed as a part of the SART Phase I project. During a seismic event, earthen berms such as the levee on which the trail will be constructed, could be adversely affected by seismic groundshaking, and could slump or slide and cause cyclists or pedestrians to fall. However, people using the trail would not likely be adversely affected since the trail is located adjacent to the riverbed in an area that is not urbanized. There would not be any danger of falling buildings or ruptured transmission lines.

- b) The proposed trail improvements would not result in substantial soil erosion or the loss of topsoil. The flood control levee on which the trail will be constructed is a man-made earthen berm and does not contain topsoil. During trail construction, disturbed areas will be sprayed with water or other dust palliative to reduce fugitive dust until paved. See Section III Air Quality above.
- d) The vicinity of the SART Phase I trail is underlain by unconsolidated Quaternary (older) alluvial sediments deposited by the Santa Ana River. Materials at the site consist of water-bearing, granular, unconsolidated, coarse-grained sands and gravels. Characteristically, these types of sediments possess excellent water-bearing properties, very high water yielding capabilities, good storage, and good water transmitting capabilities. The upper 15 feet of material consists predominantly of sand, while the lower part (15 to 35 feet) consist of primarily gravel. The sands range from fine to coarse grained and from well to poorly sorted, suggesting a variety of depositional settings. These settings include the Santa Ana River floodplain at different flood stages, as well as alluvial fans formed by streams draining the La Loma Hills. The gravels are typically pebble to cobble in size and consist of granite, quartz diorite, schist and quartzite clasts. These gravels also have possible sources within the Santa Ana River or from the La Loma Hills. Soils on and in the vicinity of the SART Phase I alignment are not considered to be expansive. Therefore, there is no impact.
- e) No sewer or septic systems are proposed as a part of the SART Phase I project.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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## VII. HAZARDS AND HAZARDOUS MATERIALS —

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

- a-d) The proposed use of the trail as a pedestrian/cycling trail does not include the transport, use or disposal of hazardous materials. Therefore, the release of hazardous materials into the environment would not occur. The contractor's work plan will include procedures for prevention or cleanup of minor amounts of hazardous material that could be released during construction. The flood control levee is not on the state's list of hazardous materials sites.
- e-f) The 3.3 mile length of the SART Phase I trail is not located within an airport land use plan or airport safety zone. There are no private airstrips in the vicinity of Phase I of the proposed trail alignment.
- g) The proposed SART Phase I trail will be located in an existing flood control levee adjacent to the Santa Ana River. The trail will be physically separated from roadways so as to prevent cyclists and pedestrians from interacting with motorized traffic. Therefore, there would be no interference with an emergency response or evacuation plan.
- h) The proposed SART Phase I trail alignment is located in an area that could be susceptible to wildland fires. The site is adjacent to the La Loma Hills, which are covered with a combination of native and non-native vegetation. The area is undeveloped except for some large-scale industrial uses such as the

Colton Sanitary Landfill in the La Loma Hills, and the RX plant, and California Portland Cement Company quarry and cement plant. Vegetation in the Santa Ana River Wash is overgrown with arundo and other non-native species that could also pose a threat if burned. The County Flood Control Department is developing a program to eradicate the non-native vegetation in the wash and this process is on going. ACOE is also underway with its own program and has been working at specific locations in the wash to remove this vegetation.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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**VIII. HYDROLOGY AND WATER QUALITY** — Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

- a) The SART Phase I trail would be located primarily on top of a levee and would not result in violation of any water quality standards or waste discharge requirements. Coordination with the County's Solid Waste Management Division (SWMD) has confirmed that the drainage system from the landfill to the Santa Ana River is not compromised by the proposed bike trail.
- b) The proposed 3.3-mile SART Phase I trail would not result in the depletion of groundwater or interfere with groundwater recharge. The Santa Ana River is a groundwater recharge area that is delineated by the Flood Control levees on either side. Placing the trail improvements on top of the levee would not require a significant amount of water and would not reduce the amount of area currently used for groundwater recharge.
- c-f) The proposed 3.3-mile SART Phase I trail would not alter existing drainage patterns because placing the trail improvements on top of the levee would not require a significant change in existing drainage patterns.
- g-i) The top of the flood control levee is above the 100-year flood plain.
- j) The Santa Ana River is an ephemeral stream that is controlled upstream by the Seven Oaks Dam so that storm flows are restricted. The 3.3-mile SART Phase I trail is also located approximately 50 miles inland from the ocean. The proposed project would not be affected by severe storm or earthquake-related water hazards such as a seiche, tsunami or mudflow.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IX. LAND USE AND PLANNING** — Would the project:

**SUBSTANTIATION:**

- a) The proposed 3.3 mile SART Phase I trail is not located in an established community.
- b) The proposed 3.3 mile SART Phase I trail is identified in the San Bernardino County Non-Motorized Transportation Plan 2001 Update, prepared for SANBAG, June 6, 2001.
- c) The location of the bikeway on top of the levee is not within an established habitat conservation plan area. The development of the trail can be accomplished along an existing flood control levee except for the Riverside Avenue under crossing where a new undercrossing will be built.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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**X. MINERAL RESOURCES** — Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION (check X if project is located within the Mineral Resource Zone Overlay):

- a-b) The Santa Ana River is known to contain significant aggregate (sand and gravel) resources. According to the *Mineral Land Classification of the Greater Los Angeles Area*, 1987, by the California Department of Conservation Division of Mines and Geology, the entire stretch of the SART is within an area classified MRZ-2. This is an area where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. However, the proposed SART Phase I trail would not interfere with the mining and/or processing of material because it will be located on top of the existing flood control levee. Therefore, the development of the SART Phase I would result in a less than significant impact on mineral resources.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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**XI. NOISE** — Would the project result in:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if the project is located in the Noise Hazard Overlay District \_\_\_\_ or is subject to severe noise levels according to the General Plan Noise Element \_\_):

- a-b) There are no residences located adjacent to the proposed SART Phase I trail that would be adversely affected by the development of the trail.
- c-d) Ambient noise levels during construction may exceed County permitted thresholds for short durations. However, construction will be limited to daytime hours in accordance with the County's noise standards. In addition, in areas of riparian habitat, the schedule for construction will be outside the nesting period for the least Bell's vireo and southwestern willow flycatcher (April through August) as described in Mitigation Measures 1 through 5 in Section IV Biological Resources.
- e-f) The proposed project Phase I is not located within an airport land use plan area or near a private airstrip.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING</b> — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

- a) The proposed SART Phase I trail will provide opportunities for alternate transportation and recreation for existing residents of the counties of San Bernardino, Riverside and Orange by connecting portions of the Santa Ana River Trail between the mountains and the ocean. It does not require new infrastructure that could foster growth in the area.
- b-c) The proposed project will be constructed on the existing flood control levee adjacent to the Santa Ana River and would not displace housing or people.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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**XIII. PUBLIC SERVICES —**

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

- a) The proposed SART Phase I trail would not cause a demand for additional housing or increase the population of the area. Therefore, there would be no affect on schools or parks. In addition, the project would not result in substantial adverse physical impacts that would result in new or physically altered public facilities such as roads, sewers or water lines. Service ratios and response times for fire and police protection would not be affected by the proposed project. The trail is being developed for transportation and recreation purposes and will be open to the public during daylight hours for hiking and cycling. The County does not envision additional police or fire protection in the area.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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#### XIV. RECREATION —

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### SUBSTANTIATION:

- a) The 3.3 mile SART Phase I trail will link San Bernardino County to Riverside County, allowing residents to hike or cycle between San Bernardino and Huntington Beach on an uninterrupted non-motorized trail. The project would not result in the use of existing local or regional parks since it is a recreational trail itself.
- b) The project is a hiking/cycling trail on a flood control levee adjacent to the Santa Ana River. Potential environmental effects on nesting birds in the riparian habitat along sections of the SART Phase I trail are addressed in Section IV above.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
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#### XV. TRANSPORTATION/TRAFFIC — Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

- a, b) The proposed SART Phase I trail will not generate any new vehicle trips or affect any existing roads in the vicinity. This segment of the trail does not include a trailhead so there is no direct access to the trail from Phase I. To access this segment of the trail cyclists and pedestrians will already have to be on the trail, , accessing from other segments.
- c) The project does not include an air traffic component.
- d) The proposed trail is on a relatively straight alignment with no intersections or curves proposed. The project includes the construction of one underpass to prevent people from having to Riverside Avenue.
- e) Emergency access will not be affected by this project. The flood control levee will continue to be used to access the River and the Colton Landfill.
- f) No parking is proposed for the project.
- g) The SART Phase I trail will accommodate bicycle commuting when connected with Phase II (La Cadena Drive to Waterman Avenue) on the east and the Riverside County trail on the west.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVI. UTILITIES AND SERVICE SYSTEMS** — Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

- a/b/d/e) There will be no landscaping or public facilities (bathrooms etc.) associated with this portion of the SART Phase I trail that will require development of water or wastewater systems.
- c) Drainage issues related to the existing adjacent landfill are discussed above in Section VIII Hydrology and Drainage.
- f-g) The proposed trail will not generate solid waste.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause Substantial adverse effects on human beings, either directly Or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE—**

## SUBSTANTIATION:

- a) The results of a spring survey were that areas immediately adjacent to the SART Phase I alignment contain occupied habitat for both the southwestern willow flycatcher and the least Bell's vireo. A total of eleven least Bell's vireo and five southwestern willow flycatchers were observed during the survey period. Both species were breeding. Five pairs of least Bell's vireo and one pair of southwestern willow flycatcher were sighted near La Cadena Avenue. Further downstream, a solitary bird and an additional pair of southwestern willow flycatcher were sighted along with a solitary least Bell's vireo. The two solitary birds were assumed breeding as they remained in a localized area within the habitat after June 10th.

The survey report concluded that San Bernardino County contains suitable riparian habitats along the Santa Ana River to accommodate breeding pairs of the two target species. Development of the SART Phase I alignment will have limited to no direct impacts on the southwestern willow flycatcher and least Bell's vireo because the proposed trail alignment is on the south levee of the river and the riparian habitat is in the river channel. The proposed alignment, however, would have some indirect effects on these species by increasing human presence in the area particularly during construction. During construction heavy equipment will be used to grade and pave the bikeway. To ensure that breeding pairs of birds are not disturbed, Mitigation Measures 1 through 5 in Section IV Biological Resources will be implemented.

Cultural resources in the vicinity of Phase I of the SART are related to water use in the area in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. The width of the flood control levee in the vicinity of the remnants of the irrigation ditch is narrow and does not allow the construction of the ten-foot wide asphalt bikeway without disturbing them. Mitigation Measure 1 of Section V. Cultural Resources shall be implemented to ensure documentation of any portion of impacted cultural resources.

- b) The SART Phase I trail would not contribute to cumulative impacts on the environment because development of the 3.3-mile segment of trail will not cause impacts that cannot be mitigated to less than significant levels. In addition, these impacts have been identified as local rather than regional impacts.
- c) The project does not create environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly because the SART Phase I trail is a transportation and recreation project that would benefit people by offering alternatives to driving their cars. The entire Santa Ana Trail System (over 100 miles when completed) is being designed so that pedestrians and cyclists can use all or a portion of the trail by staging trailhead access at specific segments of the SART. Phase I does not include a trailhead, but Phase II, immediately northeast of La Cadena Drive, will have a trailhead.

## **XVIII. SUMMARY OF MITIGATION MEASURES**

### **BIOLOGICAL RESOURCES**

1. To avoid disrupting breeding pairs and their young, construction of the proposed SART Phase I in the vicinity of the riparian habitat identified in the spring bird surveys for the project shall occur outside the nesting season of the southwestern willow flycatcher and least Bell's vireo (April through August).
2. Prior to commencement of construction activities, the County biologists shall prepare a map showing the limits of the riparian habitat and recommendations for the safe distance from construction activities.
3. Regardless of the timing of construction, prudent measures to reduce noise and construction activity near the riparian habitat shall be taken by the contractor. Prior to construction, the County Department

of Public Works shall prepare a plan detailing how the contractor shall proceed with construction while minimizing noise generation. This plan shall be reviewed with the Department's biologist prior to commencement of construction activities.

4. Periodic maintenance and upkeep of the trail shall be scheduled outside the active breeding season of the southwestern willow flycatcher and least Bell's vireo (April through August) in the vicinity of the riparian habitat, to avoid disrupting breeding pairs and their young.
5. No facilities that would encourage pedestrians and cyclists to stop in the vicinity of the riparian habitat would be constructed. Restrooms, benches, and trailheads shall be located on other portions of the trail.
6. Prior to any disturbance in the wash for the Riverside Avenue underpass, the County shall consult with ACOE per Section 404 of the federal Clean Water Act. The project will require a permit from ACOE. Terms and conditions established during this consultation may be incorporated into the design of the project or take the form of compensation for placement of fill in the wash.
7. Prior to any disturbance in the wash for the Riverside Avenue underpass, the County shall consult with CDFG per Section 1601 of the state Fish and Game Code. The project will require a Streambed Alteration Agreement between the applicant and CDFG. Terms and conditions established during this consultation may be incorporated into the design of the project or take the form of compensation for alteration of the wash.

## **CULTURAL RESOURCES**

8. Prior to grading of the trail in the vicinity of the irrigation ditch, a professional archaeologist shall survey the site and document that portion of CA-SBR-7172-H which will be impacted by the project. Documentation shall consist of an historic narrative that includes photographs and scale drawings of the subject portion of the irrigation ditch. The final report shall then be submitted to the Archaeological Information Center at the San Bernardino County Museum.

## REFERENCES (List author or agency, date, title)

California Department of Conservation Division of Mines and Geology, *Mineral Land Classification of the Greater Los Angeles Area*, 1987.

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